

Homeland Defense Journal

"He is best secure from dangers who is on his guard even when he seems safe." —Syrus Publilius

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www.homelanddefensejournal.com | Phone: 703-807-2758 | Fax: 703-807-2758

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OUR STAFF

PUBLISHER

Don Dickson
 ddickson@homelanddefensejournal.com
 301-455-5633

EDITOR

Marianne Dunn
 mdunn@homelanddefensejournal.com
 703-807-2495

CIRCULATION

David Dickson
 dicksond@homelanddefensejournal.com
 703-807-2758

REPORTING STAFF

Steve Kingsley
 skingsley@homelanddefensejournal.com
 703-807-2758

Kelly Kingsley
 kkingsley@homelanddefensejournal.com
 703-807-2758

George Groesbeck
 ggroesbeck@marketaccess.com
 941-360-3663

Tony Rahimi
 trahimi@homelanddefensejournal.com
 703-807-2758

GRAPHIC DESIGN

Dawn Woelfle
 dwnmrie@graphic-designer.com
 941-746-4923

ADVERTISING AND SPONSOR SALES

Lisa Wilson
 lwilson@homelanddefensejournal.com
 703-807-2758

Trucking Security and the FMCSA

By Joe DeLorenzo and Bill Quade
 For Homeland Defense Journal

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation January 1, 2000. Formerly a part of the Federal Highway Administration, the mission of the FMCSA is to prevent commercial motor vehicle-related fatalities and injuries. In response to the terrorist attacks against the World Trade Center and the Pentagon on September 11, 2001, and subsequent threats to the transportation system, FMCSA quickly initiated a new security program.

Security Sensitivity Visits

FMCSA identified a group of motor carriers that transport hazardous materials to receive a "security sensitivity visit," based on the hazard class of the material and the quantity transported. Additionally, the FMCSA identified several other groups to be visited including driving schools, rental agencies and bulk hazardous materials loading facilities. With the assistance of the states, almost 42,000 entities were contacted by the FMCSA within six months.

The first goal of the SSV is to raise awareness of security issues. Federal and state staff provides security recommendations and suggestions

except where there are specific regulatory requirements affecting the actual movement of hazardous materials. The visits cover topics such as personnel security, enroute and onsite security, technological innovations and communications. The FMCSA Security Talking Points can be found at www.fmcsa.dot.gov.

Secondly, the SSV includes a review by the investigator and company officials of records to identify any suspicious activities by employees that could affect security. All reports of suspicious activities are forwarded to the FBI for follow-up. SSVs have resulted in the filing of more than 125 suspi-

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Forming the Plan Behind the Defense Budget

By Jim Garamone
 American Forces Press Service

The argument over the cancellation of the Army's Crusader artillery system has highlighted a little-known, but important, Pentagon process: the Defense Planning Guidance.

The DPG is where the department takes the defense strategy and applies money to it. The DPG is not new; the tool has been around for years. It has taken on added importance as Secretary of Defense Donald Rumsfeld seeks to institute a new military able to face the threats of the 21st century, said a senior defense official speaking on background on May 10.

The Crusader is a good example: DoD announced termination of the Crusader system May 8. The decision, Rumsfeld said, was about "a strategy of warfare that drives the choices we must make about how best to prepare the nation's total forces for the future ... We have



Secretary of Defense Donald H. Rumsfeld

an obligation to ensure that U.S. forces will overmatch the capabilities of any potential adversary now and into the future."

DoD photo by R. D. Ward.

The Army has spent \$2 billion on the Crusader and would have needed another \$9 billion to complete the program. The guid-

ance process that led the Crusader's development started many DoD budgets ago, but a new strategy caused review — and changes.

The DPG that the Office of the Secretary of Defense, the services and defense agencies

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Publisher's Notes

By Don Dickson
Homeland Defense Journal

Catalog of Homeland Defense Labs and Test Centers

In our first issue, we stated: "The mission of the Homeland Defense Journal is to create a forum for the useful flow of information between the private and public sectors that will positively influence and hasten the development of solutions to homeland security requirements. Our strategy is forward looking, to bring into focus those programs, projects, new initiatives and innovative products that support those developing, testing and deploying solutions."

In this issue, we are proud to introduce the Homeland Defense Journal Directory of Research and Development Laboratories. The directory features basic profiles and contact information for labs and test centers that responded to our

calls for information. We anticipate many additions in the coming months and will be releasing an updated version each quarter.

We welcome and encourage your comments, suggestions and additions to the catalog. Send e-mails to mdunn@homelanddefensejournal.com.

Grants Conference - June 18, 2002

Tuesday, June 18, Market*Access will host its first Homeland Defense Grants Conference, highlighting agency plans for homeland defense related grants. The conference features experts from industry (Grants Co.), government (state of Pennsylvania, as well as guests from federal agencies), and Steve

Kingsley, Homeland Defense Journal's writer who covers Capitol Hill. Homeland Defense Journal is a sponsor of this conference.

The conference objective is to bring together key executives from federal agencies (grantors), state and local governments (grantees) and suppliers of products and services to this community. For many, this will be the first opportunity to meet and discuss needs, plans and process.

We are proud to be a part of this conference and the community that it serves.

To learn more about the conference, go to our Web site at www.homelanddefensejournal.com.

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A buoyant gas plume model defines simulated contaminated areas around the U.S. Capitol (data courtesy of Vexcel Corporation and Flow Analysis, Inc.).



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Trucking Security and the FMCSA

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cious activity reports with the FBI. Examples of the types of suspicious activities that provided the basis for referral include false personnel information, citizenship irregularities, the FBI Watch List, suspicious inquiries, previous employment irregularities, unexplained disappearances, false names and verbal comments supporting terrorism.

Future Security Plans

It is now FMCSA's plan to include a discussion of security issues in all future compliance reviews on carriers transporting hazardous materials. The FMCSA conducts approximately 3,000 compliance reviews on hazardous materials carriers annually. FMCSA also is developing a program to conduct periodic visits to carriers transporting certain explosives, radioactive materials and highly toxic substances. Additionally, the FMCSA security program will include the development of outreach material for both the motor carrier industry and law enforcement, consideration of regulatory issues and testing of new technology to increase safety and security in trucking. Activities

will be coordinated with the Transportation Security Administration and other DOT Administrations, as well as other state and federal agencies as necessary. Following is a brief summary of the activities planned in each of these areas.

Outreach Programs

FMCSA is including a security message in all contacts with industry aimed at educating hazardous materials carriers and others about the need to increase security to thwart possible terrorist actions. Two specific outreach projects are currently underway.

- **Law enforcement outreach:** The FMCSA has developed outreach material and a training course to raise the awareness of law enforcement officers to the threats that commercial vehicles may pose as terrorist weapon. The "Trucks and Terrorism" training course is an eight-hour seminar presented to law enforcement at no charge. For more information on the seminar, call (703) 235-0504.

- **Driver outreach:** FMCSA is also developing an outreach program to educate truck drivers on measures they can take to protect themselves from becoming victims of a hijacking by possible terrorists. Both of these efforts are being undertaken with the assistance of both industry and law enforcement groups.

Regulatory Programs

FMCSA is developing new regulations to implement background checks for hazardous materials drivers as specified in the newly enacted USA PATRIOT legislation. Also, FMCSA is considering whether additional rule makings would enhance the security of the motor carrier industry. The FMCSA will be working with DOT's Research and Special Programs Administration and TSA on any security initiatives.

Security Technology

FMCSA will conduct operational tests of technologies to demonstrate the safety and security benefits and the potential effectiveness of these systems.

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Trucking Security and the FMCSA

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Technologies to be tested include systems for preventing unauthorized drivers from operating a vehicle, systems for detecting a vehicle that is off-route, systems to remotely shut-off the vehicle engine, and systems that allow law enforcement, shippers, and consignees to make positive identification of the proper truck driver.

The goal of the FMCSA is to take the initial security activities that took place shortly after the terrorist attack on September 11, 2001, and transition the activities into a cohesive program. Ensuring the safety and security of the motoring public, as it relates to commercial vehicle transportation, is the primary mission of the agency.

Joe DeLorenzo is the hazardous materials specialist for the Federal Motor Carrier Safety Administration's Midwest Service Center, serving 10 Midwest states. He led FMCSA's effort in hazardous materials risk assessment, has been deeply involved with developing the security component of the FMCSA safety program, and will be managing the upcoming HM safety and security technology operational test. He may be reached at (708) 283-3572 or joseph.delorenzo@fhwa.dot.gov.

Bill Quade is chief of the hazardous materials division within the Federal Motor Carrier Safety Administration's Office of Enforcement and Compliance. He is responsible for leading FMCSA's efforts in developing programs for hazardous materials and security. He directed FMCSA's response to the Sept. 11 terrorist attacks, including developing the Security Sensitivity Visit (SSV) program. He may be reached at (202) 366-2172 or william.quade@fhwa.dot.gov.

What They're Saying On The Hill

By Kelly Kingsley - Homeland Defense Journal

Homeland Defense Journal tapped into the database of its partner, Market*Access International, to compile these highlights from recent Capitol Hill testimony pertaining to homeland defense.

Robert S. Mueller,
Director, Federal Bureau of Investigation

U.S. Senate Judiciary Committee
Wednesday, May 8, 2002

FBI Director Robert S. Mueller said new technology is central to any successful structural change at the bureau, adding that the bureau's information infrastructure is far behind current technology and cannot support robust analytical capacity. As the FBI changes its technology, he said, it must reshape and retrain its workforce. In the past, he said the FBI tended to hire generalists, operating within a culture that most jobs were best done by agents.

Former FBI director Louis J. Freeh began changing that approach, and Mueller is accelerating this plan. The FBI is hiring subject matter experts in

areas such as information technology, foreign language, internal security, area studies, engineering and records.

Mueller said that to move forward on this broad range of issues, the FBI took a significant step with a major reorganization. The first phase of the FBI's comprehensive plan created positions for four new executive assistant directors who report directly to the director and oversee key areas of the bureau's work: counterterrorism and counterintelligence, criminal investigations, law enforcement services and administration.

Mueller said the reorganization addressed other significant issues as well, including the creation of a stand-alone security division. The division, headed by an experienced CIA veteran, is charged with improving security practices and standards. The records man-

agement division would also undergo changes. It will be led by an experienced records expert hired to modernize record-keeping systems, policies and processes.

The reorganization also established:

- Office of Law Enforcement Coordination to improve relationships and information sharing with state and local police professionals and others and help the FBI tap into the strengths and capabilities of its partners.
- Office of Intelligence to focus on building a strategic analysis capability and improving capacity to gather, analyze and share critical national security information. This initiative would be supported by the new College of Analytical Studies at Quantico.

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FBI Director Robert Mueller with President George W. Bush

White House photo by Eric Draper

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What They're Saying on the Hill

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- Cyberdivision for preventing and responding to high-tech and computer crimes

Joe M. Allbaugh, Director, Federal Emergency Management Agency

U.S. Senate
Committee on
Appropriations
Thursday, May 2,
2002



Joe M. Allbaugh,
director of Federal
Emergency
Management Agency

Joe M. Allbaugh, director of the Federal Emergency Management Agency, said the Office of National Preparedness is intended to address a long-recognized problem — the critical need for a central coordination point for the wide range of federal program dealing with terrorism preparedness.

This effort focused on providing the support that local responders — firefighters, police officers, and emergency medical teams — need to do their jobs and work together effectively. He also said that the president's budget seeks \$3.5 billion for this initiative and FEMA's work is going forward on a grants process that will give the first responder community critically needed funds to purchase equipment, train personnel and prepare for terrorist incidents. The mission and overriding objective of the Office of National Preparedness is to help the country be prepared to respond to acts of terrorism. The director said that this effort has three main focuses:

- The First Responder Initiative
- Providing a central coordination

point for federal preparedness programs

- Citizen Corps

FEMA is the lead agency for the president's First Responder Initiative. Allbaugh said FEMA is developing a procedure to hasten the flow of resources to first responders and ensure that the funds are used effectively and appropriately. Still, he noted, the agency is working to resolve other issues critical to the initiatives success, such as:

- National standards for compatible, interoperable equipment for first responders and other emergency workers
- A national mutual aid system enabling the entire response network to work together smoothly and efficiently
- Personal protective equipment for first responders that is designed for long-term response operations and incidents involving weapons of mass destruction
- National standards for training and exercises for incidents involving weapons of mass destruction and other means of causing death and destruction

Allbaugh said in addition to the right equipment, planning capabilities and training, first responders told FEMA that they need a single point of contact in the federal government. He said it is essential that one agency accept responsibility for pulling together and coordinating the myriad federal programs designed to help local and state responders. He noted that FEMA would be the natural place for this responsibility to rest.

The director also said that an important component of the preparedness effort is the ability to harness the good will and enthusiasm of the country's citizens. The Citizens Corps program is part of the president's new Freedom Corps Initiative. It builds on existing crime prevention, natural disaster preparedness and public health response networks.

John Ashcroft, U.S. Attorney General

U.S. Senate
Committee on
Appropriations
Thursday, May 2,
2002



John Ashcroft, U.S.
Attorney General

Attorney General John Ashcroft addressed the Justice Department's homeland security budget.

Tuesday March 5, 2002, consistent with Section 612 of the fiscal year 2002 Appropriations Act and the president's budget request for fiscal year 2003, Ashcroft announced the creation of the National Security Coordination Council (NSCC) of the Department of Justice, chaired by the deputy attorney general. The principle mission of the NSCC is to ensure a more seamless coordination of all functions of the department relating to national security, particularly efforts to combat terrorism. Ashcroft said that for fiscal year 2003, the president's budget identified \$37.7 billion for homeland security. Of that, 19 percent — \$7.1 billion — supports the homeland security activities of the

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What They're Saying on the Hill

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Department of Justice. In addition to more than \$539 million to continue activities begun under the fiscal year 2002 Counterterrorism Supplemental, Justice's budget included \$1.5 billion in new resources to enhance law enforcement support to prevent, combat and protect against acts and threats of terrorism and to strengthen enforcement along the nation's borders.

Ashcroft said components of the border security initiative include implementing a comprehensive entry/exit system, deploying force multiplying equipment, and integrating separate information systems to ensure timely, accurate and complete enforcement data.

He noted that the homeland security component of the FBI's budget totals \$1.26 billion. Since the FBI's efforts to identify and neutralize terrorist activities require a comprehensive understanding of current and projected terrorist threats, the bureau requested \$411.6 million for program improvements. Those improvements include recruiting and hiring 221 new FBI special agents; \$109.4 million

to enhance information technology projects; \$224.1 million for increased intelligence, surveillance and response capabilities; and \$78.1 million for enhanced personnel and information security. Ashcroft said the budget also reflects \$238 million for ongoing activities funded in the fiscal year 2002 Counterterrorism Supplemental Appropriation.

Norman Y. Mineta,
Secretary,
Department of
Transportation
U.S. Senate

Appropriations
Committee
Thursday, May 2,
2002



Norman Y. Mineta,
secretary of the
Department of
Transportation

Department of Transportation Secretary Norman Y. Mineta reported that the Transportation Security Administration met the January 18 deadline for implementing a system to screen all checked baggage. The system continuously screens all checked baggage for explosive devices and ensures positive passenger bag match for checked baggage screening at those airports where implemented. Mineta said TSA also developed a plan for training federal screeners, which was written with input from leading government and private sector training experts. To offset the costs of implementation, he said a September 11th Passenger Security Fee of \$2.50 was assessed on airline tickets sold on or after February 1 and air carriers paid the Aviation Security Infrastructure Fee. In addition, U.S. and

foreign air carriers now electronically transmit passenger and crew manifests to the U.S. Customs Service prior to arrival.

Mineta said that TSA is working closely with the other operating administrations within the Department of Transportation, including the U.S. Coast Guard, Maritime Administration and the Saint Lawrence Seaway Development Corp., to address potential vulnerabilities at the nation's ports and waterways.

Mineta said that within the last four months the Administration has signed "smart border" accords with both Canada and Mexico to develop joint action plans to ensure the secure and efficient flow of people and goods across not only the borders, but across trade corridors that stretch from northern Canada to southern Mexico and beyond.

The secretary noted that the Federal Highway Administration (FHWA) increased efforts to heighten security and surveillance of critical highway infrastructure, including vital connectors to ports, railroads and military bases. FHWA is working with state Departments of Transportation and local transportation officials to conduct vulnerability assessments and to establish protection strategies.

Mineta also said that the Federal Transit Administration (FTA) is assessing the security of high-risk transit assets including vulnerabilities in subway tunnels and stations where large groups of people converge and where an attack would cause the greatest disruption to transportation services. Similarly, he said the Federal Railroad Administration (FRA) is assisting the rail industry in

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What They're Saying on the Hill

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conducting security assessments of the freight rail system. Also, he added, the Research and Special Programs Administration continues to focus on implementing a coordinated set of protocols for inspectors to use to verify that operators are putting security practices into place at critical facilities.

Tommy G. Thompson,
Secretary,
Department of
Health and Human
Services

U.S. Senate
Committee on
Appropriations
Thursday, May 2,
2002



Tommy G. Thompson,
secretary, of the
Department of Health
and Human Services

Department of
Health and Human
Services Secretary

Tommy G. Thompson went before the committee to discuss the president's fiscal year 2003 request for bioterrorism preparedness efforts for the department. The fiscal year 2003 bioterrorism budget request for HHS is \$4.3 billion, an increase of \$1.3 billion, or 45 percent, more than fiscal year 2002. Of that total, \$2.3 billion is requested in the Public Health and Social Services Emergency Fund, \$1.75 billion for the National Institutes for Health, \$120 million for the Health Facilities Construction and Management Fund at the Centers for Disease Control and Prevention facilities in Atlanta, and \$159 million for the Food and Drug Administration.

Thompson said state local public health systems are the first line of defense against bioterrorism, both in terms of detecting a silent release and coordinating a response. To create a blanket of preparation against bioterrorism, the fiscal year 2003 budget provides \$940 million in funding to state and local health departments to improve laboratory capacity, enhance epidemiological expertise in the identification and control of diseases caused by bioterrorism, and provide for better electronic communication. Thompson said the priorities for the use of these funds include:

- fully staffed, fully trained, and properly protected public health workforce
- strengthened public health laboratory capacity
- increased surveillance and epidemiological capacity
- secure, up-to-date information systems
- solid health communication capabilities

The secretary said the Health Resources and Services Administration (HRSA) would operate five programs that are requested under the Public Health and Social Services Emergency Fund in fiscal year 2003. These programs, which cost a total \$618 million, would assist the nation in preparing for possible bioterrorism and other attacks. HRSA will continue the Hospital Preparedness Program begun in fiscal year 2002. He said that \$235 million, an increase of \$100 million, is requested to continue cooperative agreements with health departments in states and other eligible entities to care for victims of bioterrorism.

The secretary also said the strengthening of public health and medical systems must be implemented with expanded federal capacity and improved coordination with first responders. For this work, the budget includes \$159 million for CDC response capacity (an 18 percent increase), \$120 million in bioterrorism funding for CDC facilities and \$150 million for coordination and response

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funding in the Office of the Secretary.

Thompson said the bioterrorism request for the National Institutes of Health is \$1.75 billion, including the \$250 million for anthrax vaccine. The request included \$977 million for basic and applied research, \$150 million for construction and renovation of extramural BioSafety Level (BSL) 3 / 4 facilities and \$371 million for new NIH-owned BSL 3 and 4 facilities and physical security improvements to the NIH campuses. He also said that this \$1.75 billion request is over a six-fold increase above NIH's bioterrorism spending in fiscal year 2002 and represents approximately 40 percent of the total NIH increase for fiscal 2003.

The request of \$159 million for the Food and Drug Administration, he said, reflects the president's commitment to promote and protect the public health by ensuring that safe and effective products reach the market in a timely way, and to monitor products for continued safety after they are in use.

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Forming the Plan Behind the Defense Budget

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are working on now goes to building the fiscal 2004 defense budget request. That budget will carry forward the transformational aspects of the fiscal 2003 budget now before Congress.

An important note: Some capabilities covered under the DPG will not be ready any time soon. These will not mature until 2010 to 2015. "There are programs that we have under way that have their origins back in the 1980s," said the senior defense official.

The thrust for the DPG comes out of the various studies that were part of the latest Quadrennial Defense Review. The QDR—released last year—defined four major security goals: to assure allies and friends, to dissuade enemies from hostile action or from developing threatening capabilities, to deter attacks and, finally, if deterrence fails, to

defend the country and defeat adversaries. "In order to be able to do these four things in the future, it was our view that we needed to transform the force, given the way the environment was changing and the technical nature of the threat that we were facing was changing as well," said the official.

The force construct also plays a part in DPG decisions. Under this construct, the United States must have the capacity to "deter forward." This is in response to "lesser contingencies."

"What we want to do over time is create a force that is capable of rapidly transitioning from that forward deterrent posture and with support from the United States be able to transition rapidly into an effect-based campaign that would be designed to swiftly defeat an adversary in overlap-

ping conflicts, and reserve for the president the ability to win decisively in any given conflict," the official explained. "By that we mean the necessity of either occupation or regime change as part of the conflict."

"[We can] do all that even while looking after defense here at home," the official said. "The question is: What do you need in capability then, in order to be able to meet those goals we talked about and somehow put this planning construct into application."

The 2004 Defense Planning Guidance will build upon the 2003 guidance and change the basic warfighting capability of the U.S. military. It will continue the change from a threat-based approach to a capabilities-based strategy. That means the United States does not know what

threats may crop up in the future, but the military can develop capabilities that would allow defense planners to field a force to counter and defeat any possible adversary.

The DPG also continues the change from the two-major-theater-war force-sizing construct to the new one: forward defense, two "swiftly defeat" scenarios, with one "swiftly defeat" operation going to "win decisively."

It realizes the need to move from a broad-based political-military engagement to a focused security cooperation. "This will help us encourage allies to develop capabilities that we think will be more useful in the future," the official said. Part of this is a change from "deliberate planning"—a relic of U.S.-Soviet rivalry to "adaptive planning"—a looser, more flexible response.

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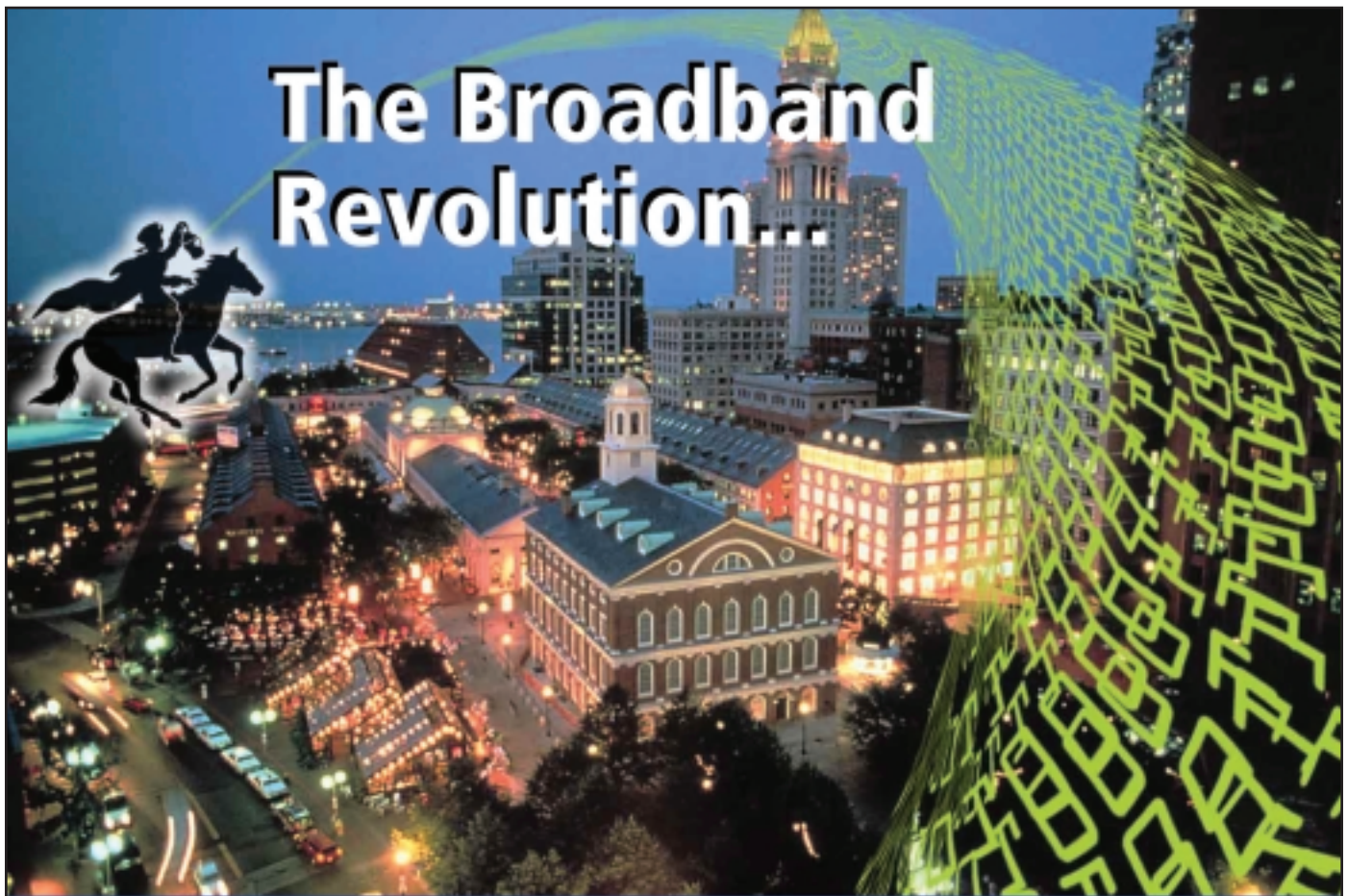
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Defense Discusses Crusader Alternatives

By Jim Garamone
American Forces Press Service

With the cancellation of the Army's Crusader artillery system, the Defense Department is looking at promising technologies that could give the service even more accurate artillery capabilities — and faster.

Michael Wynne, principal deputy undersecretary of defense for acquisition, technology and logistics, said the idea behind canceling the Crusader is to accelerate Army transformation by investing in other technologies.

Wynne said the Army recognizes that being able to precisely aim and to hit targets gives the service battlefield dominance. The service would like to do for artillery and indirect fire systems what precision-guided bombs has done for the Air Force, Navy and Marine Corps.

"The use of precision munitions for the Air Force has converted old B-52 bombers into very accurate strikers, and old bomb bodies into very precise munitions," Wynne said. "That's the gist of what we are trying to do. It's a matter of prioritization and we are prioritizing precision, strategic deployability and, ultimately, the Army's transformation."

If approved, the Army would accelerate the Future Combat Systems/Non-line-of-sight Component, the Excalibur family of precision munitions, the Guided Multiple Launch Rocket System, the Defense Advanced Research Agency's Net Fires System, the High-Mobility Artillery Rocket System and the M-777 Joint Lightweight 155mm howitzer.

The Army would redistribute the \$9 billion that it would have

spent on Crusader on these systems. The more than \$2 billion already spent on Crusader would not be wasted as technologies developed so far could be adapted and used in these new technologies.

"What we would like to do through the imposition of advanced technologies ... is capture those technologies to accelerate the transition of Future Combat System/Non-line-of-sight Component into the force structure as fast as possible instead of waiting for Crusader ... to be fielded," Wynne said.

He said the Excalibur family can be used with existing systems such as the M-109A6 Paladin 155 mm self-propelled howitzer. The new munitions would extend Paladin's range by 30 percent and improve accuracy tremendously, Wynne said. Current artillery projectiles have up to a 370-meter dispersion. The Excalibur would drop that to 10 meters. He said he hopes to have the system fully developed by 2005, with fielding in 2006.

The DARPA Net Fires is "the deepest reach into the technology," Wynne said. It is a containerized, vertically launched indirect fire rocket system. The rockets have a range of 60 kilometers and can be transported by a Humvee utility vehicle. He said that if development remains on track, Net Fires could be fielded by 2008.

"It's extremely portable, extremely deployable," he said. The system was originally set for deployment in 2012 or 2013. A prototype has been built and tested.

"We want Crusader funding to be fully redistributed to Army programs," Wynne said. "We do believe that there is room to accelerate the Future Combat System. We believe this will transform the Army sooner, and, frankly, moving the Army toward light and mobile forces is where we're at and where the Army is at."

Forming the Plan Behind the Defense Budget

continued from page 8

The final change is the move from a traditional form of warfare, where the United States builds masses of personnel and materiel before engaging in combat, to targeted effects for early superiority. "[Targeted effects] is one way to describe the kind of campaign we conducted in Afghanistan," the official said. "You realize your adversary is himself a networked operation. You look for ways to break down that network and to ensure he can't function. If you do it properly and if you

do it well, you develop a level battlefield and battle space superiority over your adversary that is unrivaled."

Some DPG studies under consideration are joint headquarters, force availability, major acquisition programs and the network to meld command, control, communications, computers, intelligence, surveillance and reconnaissance.

Under joint headquarters, the DPG emphasizes joint task force headquarters, more joint training and more joint capa-

bilities.

Force availability has to do with the mix of active and reserve forces and how fast various capabilities will be needed at trouble spots.

OSD and service officials will review major acquisition programs to see if they fit in this new vision. If they don't fit as planned, the study group will ask if they can be modified, if there are other capabilities that could take replace these programs, or should, the programs be cancelled.

Building the network to meld the information and get it to the people who need it quickly is crucial to the new strategy. "If we don't do it right, what we'll have is a lot of discrete units that fly around collecting information but we don't merge it properly," he said.

Defense officials will continue DPG work through the summer and in the fall will make decisions on this guidance. The concrete example of DPG work will be unveiled February 2003 as part of the president's proposed defense budget request.

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Getting Your Share of the Pork

By Michael Paddock
For Homeland Defense Journal



Michael Paddock

The Office of Justice Programs at the U.S. Department of Justice reported that the lion's share of one of its largest discretionary grant programs was earmarked for distribution before a single grant proposal arrived at the office, according to 2001 Fiscal Year At-A-Glance.

The Byrne Discretionary grants, representing \$69 million in fiscal year 2001, are used to support state and local criminal justice system initiatives. But, before you call your local grant writer, you might want call your local congressman. Of the \$69 million, \$62 million is already spoken for. To get in queue for a share of these and other similarly allocated funds next year, you'll need to pursue a congressional earmark, so-called "pork barrel" funding.

All representatives and senators have

access to discretionary funding, which they use to support projects in their districts. Earmarks are the vehicles that Congress uses to distribute these funds. Because these funds are limited and generally distributed at the discretion of individual members, you will have to win over your elected representatives. The only way to obtain an earmark is with the support and endorsement of one or more members of Congress.

The first step to obtaining an earmark is to document a program or project that you believe demonstrates some community benefit or large-scale replicability. The program should focus on a local issue or need and show how funding would improve the health, safety, security or overall quality of life of local residents. Be as specific as possible.

Next, start calling on your congressional representatives. Use whatever political connections you have with the members. Be ready to provide a presentation with a detailed budget and expected outcomes. Each member handles these requests differently, but you will probably be asked to send a letter or short proposal explaining your project and need for funds.

Follow-up is important, since your rep-

resentative probably receives more requests than (s)he can support. Keep your project in the minds of the members and their staffs with occasional phone calls or follow-up letters. Occasional contact will let them know you're still interested in funding without annoying them to the point of resisting your proposal.

Your representative should notify you directly when an Appropriations Committee approves your earmark. After your earmark is passed by Congress, you'll be directed by a federal department representative how to proceed to receive your check.

This is not a quick process. Getting from initial request to receipt of funds could easily take two years or more. As with most funding, though, you'll only get what you ask for and actively pursue.

If you're looking for other sources of "pork," try your state legislators. States often provide discretionary funds that follow roughly the same process as the federal government.

Michael paddock is the chief executive officer for Grants Office, LLC. Contact him at mpaddock@grantsoffice.com or visit www.Grantsoffice.com



MAY

Intelligent Transportation Systems Technology Security Summit

Tuesday, May 28 -
Wednesday, May 29
Concord, Calif.

For more information, visit www.caats.org/events/Techsumm02/Welcome.htm.

Using resources from the Intelligent Transportation Systems (ITS) industry, the ITS Security Technology Summit will provide an understanding of current and future security issues facing regional, state and federal multi-modal surface transportation systems.

JUNE

Cutting-Edge High Tech Crime Fighting: Best Practices in Computer Forensics

Monday, June 17 – Tuesday, June 18
The American Management Association
440 First Street NW
Washington, D.C.

For more information, visit www.frallc.com.

Faculty — Scott Charney, Abigail Abraham, Glenn Lewis, Amber Schroader, and more — will teach you how to find, collect and preserve digital evidence, as well as present the evidence in court.

Homeland Defense: Grant Opportunities

Tuesday, June 18
NRECA Conference Center
4301 Wilson Blvd.
Arlington, Va.

For more information, visit www.marketaccess.org

Sponsored by: Homeland

Defense Journal, INPUT, Department of Transportation TASC, Wireless Communications Association International, Disaster Recovery Institute International, Stateside Associates, Contingency Planning & Management Magazine, Grants Office.

This conference provides a forum for contractors and state and local entities to learn about federal grants for homeland defense and to meet the agency executives who will set up and administer these funded grant programs. State and local emergency management agencies and federal grants executives have the opportunity to meet and discuss areas of common interest. Vendors who provide products and services supported by federal grants should attend to learn more about the process and meet with potential clients.

Homeland Defense: Outlook

Thursday, June 27

Hyatt Regency

Crystal City, Va.

For more information, visit http://www.marketaccess.org/event_hd_outlook.asp

Market*Access will host a briefing for government and industry to address four questions surrounding 9/11 and federal agency missions, organizations, priorities and needs:

1. What has happened inside our government because of our national response to this terrible event?
2. What has remained the same?
3. What changes are coming?
4. What is the outlook and forecast for federal, state and local spending?

Speakers will represent federal, state and local government executives and leaders who will provide government and industry attendees with a report on program status, challenges and outlook.

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Contribute to Homeland Defense Journal

Homeland Defense Journal was created as a forum for the useful flow of information between the private and public sectors that will positively influence and hasten the development of solutions to homeland security requirements.

We invite government employees at every level of government, military personnel, and industry leaders to use this paper as a voice. **Homeland Defense Journal** highlights strides made within the homeland defense community.

If you're in government, describe new initiatives your department or agency is working on. If you're in an industry providing homeland defense solutions, get the word out about your projects and programs that are securing the homeland. Below are some topics we're featuring in upcoming issues.

Write to editor@homelanddefensejournal.com if you are interested in contributing an article or would like a copy of our writer's guidelines.

Editorial Calendar

Issue Date	Topic	Deadline
June 4	Information Systems	May 24
June 18	Physical Security	June 7
July 2	Federal Grants Opportunities	June 21

Calendar of Events

continued from page 12

JULY

Biometric Identification: Theory, Algorithms, and Applications

Monday, July 8 – Wednesday, July 10

For more information, visit www.unex.ucla.edu/short-courses/summer2002/bio_id_theory_su02.htm

The instructors are James Wayman, PhD, director, technical security research center, San Jose State University, and Peter T. Higgins, MS, principal consultant and founder, Higgins & Associates International.

Using Fingerprint-Based Checks in Homeland Defense

Thursday, July 11 – Friday, July 12, 2002

For more information, visit

www.unex.ucla.edu/short-courses/summer2002/using_fingerprint_su02.htm

The instructors are James Wayman, PhD, director, technical security research center, San Jose State University, and Peter T. Higgins, MS, principal consultant and founder, Higgins & Associates International.

Homeland Defense: Emergency Responses Teams

Wednesday, July 17

Site to be announced
For more information, visit www.marketaccess.org

Robotic Systems Design and Engineering

July Wednesday, July 24 – Friday, July 26

For more information, visit www.unex.ucla.edu/short-courses/summer2002/robotic_systems_su02.htm

The instructors are Eric Baumgartner, PhD, senior engineer and group leader, mechanical and robotics technology group, Jet Propulsion Laboratory, and Terrance L. Huntsberger, PhD, senior member of the technical staff, mechanical and robotics technology group, Jet Propulsion Laboratory.

The STI Knowledge Center Symposium

*Monday, July 29 – Wednesday, July 31
Bellagio Hotel
Las Vegas, N.V.*

For more information, visit www.STIKnowledge.com/symposium or call (800) 350-5781.

This is a high-level educational symposium for help desk/call center management executives that focuses on leadership and building a knowledge center. This sym-

posium includes a government interactive workshop track. Magic Johnson is the guest speaker and there will be an exhibit hall with technology leaders from the help desk/call center industry.

AUGUST

Meeting IT Security Benchmarks through Effective IT Audits

*Thursday, Aug. 8 – Friday, Aug. 9
The American Management Association
Washington, D.C.*

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Learn the tricks and techniques necessary to performing comprehensive security audits to safeguard your IT

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Calendar of Events

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systems. Join CISSP and CISA-certified IT security audit practitioners and experts to address IT security audit best practices, in-house audits vs. outsourcing, developing a strategic security audit plan, and contemporary vulnerability assessment tools and techniques.

SEPTEMBER

Global Security Summit for Transportation Systems and Critical Infrastructure

Wednesday, Sept. 4 -

Thursday, Sept. 5

Chicago

For more information, contact Vijay Bijaj at vijay.bijaj@wcbf.com.

This conference will address future challenges facing transport operators in all sectors worldwide in preventing terrorism by bringing together a panel of leading experts and practitioners in transportation security and terrorism to help the passenger transport industry design more effective countermeasures and develop improved crisis management and emergency planning strategies.

2002 Homeland Security and National Defense Symposium

Monday, Sept. 9 - Friday, Sept. 13

Atlantic City, N.J.

Sponsored by the Fort Monmouth Chapters of Armed Forces Communications Association (AFCEA), Association of Old Crows (AOC) and Association of the United States Army (AUSA)

For more information contact Frederick W. Eisele at (407) 310-3556 or send an e-mail to fred213@msn.com.

This symposium will

present ongoing or planning-stage initiatives at Fort Monmouth to provide information technology and communication packages that are ready to be flown to any part of the northeast whenever needed by FEMA, the Governor or the National Guard. Other sessions will investigate the roles of agencies in homeland security and the military efforts to combat terrorism. The subject of providing logistics support to military, paramilitary and national law forces also will be examined.

America's Trucking Army Reports for Duty in War on Terrorism

The American trucking industry rolled out its Anti-terrorism Action Plan (ATAP) targeted to keeping key highways open, safe and secure. Under the plan, a potential 3 million professional truck drivers will be trained to spot and report any suspicious activities that might have terrorism or national security implications. Their goal: Make certain that a truck is never used as a weapon.

The action plan is a coordinated effort of the Trucking Security Working Group, a task force of organizations representing hundreds of thousands of transportation, trucking, and trucking-related workers in the United States and Canada. Included are associations of long haul and local trucking companies, tank truck carriers, agricultural transporters, moving and storage firms, truck rental companies, truck stop operators, and intermodal groups.

The first phase of ATAP includes a color-coded security threat-alert system matched to the system used by the U.S. Office of Homeland Security. The alert levels range from green, or a low risk of terrorist attacks, to red, with a severe risk of attacks. As each threat level is reached, additional trucking security activities kick into operation.

The proposed expansion of the American Trucking Association's (ATA) Highway Watch Program will play a critical role throughout all alert levels. Currently, with support from the Federal Motor Carrier Safety Administration, ATA and several of its affiliated state trucking associations train drivers to spot and report emergency and safety situations. ATAP would expand training to truck drivers in all 50 states, adding observation and communications procedures to enhance national security and extend the surveillance capabilities of law enforcement.


The trucking security plan escalates as alert levels rise by increasing driver vigilance of interstate highways, bridges, tunnels and seaports, activating driver-dispatcher check-ins, and adding regular broadcasts of cargo theft and hijackings. Updated threat information from federal authorities would also be broadcast to drivers.

Initially, truck drivers will report security-related sightings to an industry-sponsored toll-free number. The information will then be screened and sent quickly to proper federal and state authorities for prompt action. A full-fledged Highway Watch Operations Center is planned for the next phase of the security action plan.

The dependency of the U.S. economy on trucking — and the desire to contribute to the war against terrorism — is the main motivation behind their security plan, say its backers. The industry hauls 68 percent of all the freight moved in the U.S., and over 75 percent of America's communities depend solely on trucking for safe receipt of their goods.

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Tech Tools for Transportation

By Alan K. Beiagi and Garnet R. Daus
For Homeland Defense Journal

The tragic events of September 11 proved the need for a single application for secure access to critical infrastructure data, such as roads, bridges, tunnels, dams and hospitals.

Emergency management personnel need secure access to critical real-time information, such as traffic conditions, weather, live cameras and threat conditions, to facilitate the rapid deployment of people and resources. All of this data must be collected from separate databases, organized, and made available in one easy-to-use application.

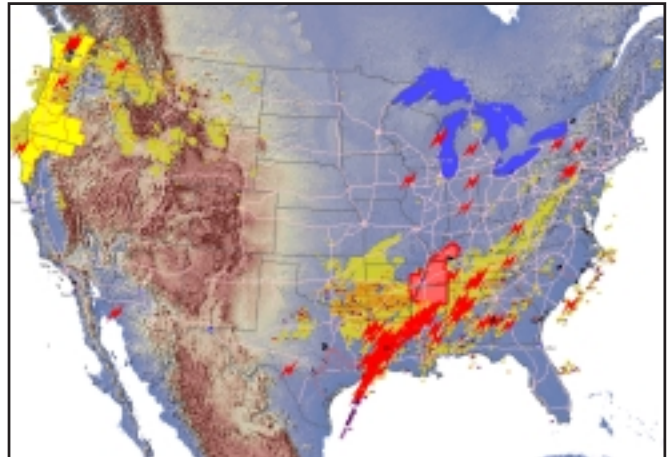
About three years ago, the leadership at Military Traffic Management Command Transportation Engineering Agency (MTMCTEA), a major subordinate command of the Military Traffic Management Command, recognized that emergency management personnel would need this sort of technology. In 1999, MTMCTEA contracted GeoDecisions of Camp Hill, Pa., to create a system that would analyze infrastructure readiness from forts to ports in the event of a national emergency. The first version of that system, the Intelligent Road/Rail Information Server (IRRIS), was recently deployed at the MTMCTEA facilities in Newport News, Va.

IRRIS is a Web-based system that enables decision makers to obtain detailed, timely and relevant information about infrastructure, road conditions, construction, traffic incidents and weath-

er throughout the continental United States. These are all obstacles that could interfere with safety management efforts during a local or national emergency.

"IRRIS was developed to provide our armed forces with a common operating picture and the intransit visibility necessary for effective military logistics," said Robert Scaer, president of GeoDecisions. "It is a natural extension for IRRIS to play a key role in homeland security to protect our critical infrastructure."

GeoDecisions and MTMCTEA are now working with the Naval Ammunition Logistics Command (NALC) on a project to integrate key NALC content into IRRIS. GeoDecisions officials said IRRIS could help police, fire and ambulance companies respond faster by helping decision makers determine the best way to respond by logging onto a Web site and analyzing critical infrastructure data, combined with live information feeds about local road conditions, construction, incidents, and weather by viewing route cameras and 3-D flyovers.

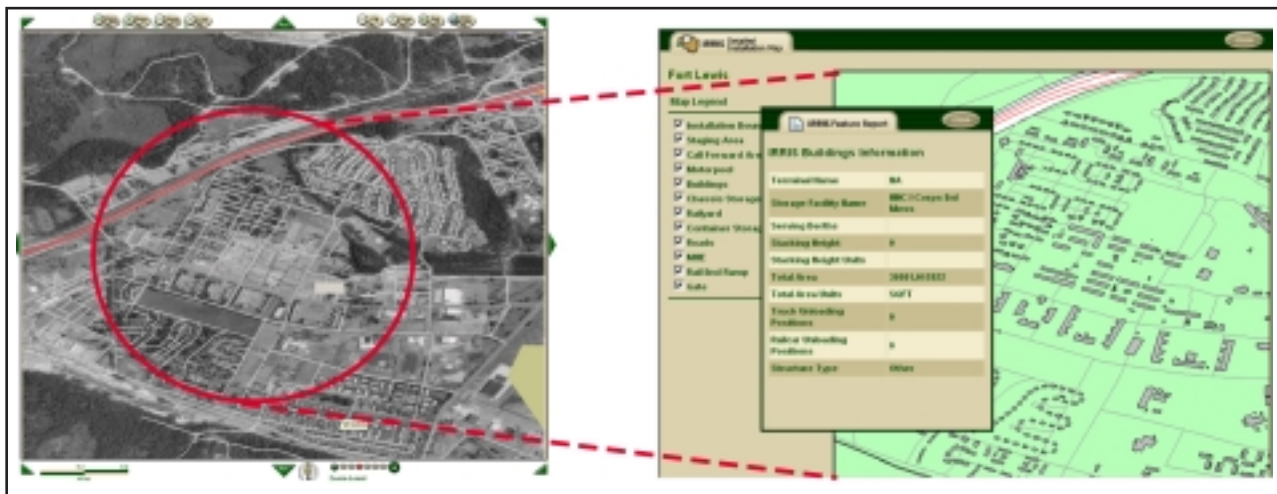


Real-Time Weather



Convoy Tracking

Alan K. Beiagi is a senior development manager at GeoDecisions. He may be reached at abeiagi@geodecisions.com. Garnet R. Daus is a public relations coordinator. She may be reached at gdaus@geodecisions.com.



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Enhancing Safety and Security with Transportation Modeling and Simulation System

By W. Michael Bridges
For Homeland Defense Journal

"We must re-think the basic approach with which we provide for the safety and security of everyone traveling on America's transportation systems today..."

— Secretary Norman Mineta, U.S. Department of Transportation, October 30, 2001

Transportation is a key element for the planning and preparation needed for safety and security. Americans depend upon an efficient transportation infrastructure for everything — work, school, shopping, and play. Recognizing this, state departments of transportation and municipalities have established planning organizations to address growth and develop future transportation capabilities.

September 11 increased the challenges facing transportation planners. Prior to the attacks, few metropolitan regions had adequate evacuation plans. To enhance safety and security, transportation planners must get involved in emergency response and evacuation planning that includes terrorist incidents, as well as natural incidents, such as hurricanes, and accidents such as hazardous material road spills and other accidents that can incapacitate a bridge or a tunnel.

Transportation planners use software tools to simulate changes to transportation infrastructure. Unfortunately, traditional transportation planning software tools lack elements

needed to meet today's challenges of evacuation and emergency response planning. Traditional planning software tools work on the principal of averages and are unable to handle the variations in each person's activities. In addition, traffic analysis is conducted at an aggregate level and is not able to simulate traffic at a regional level. The analysis cannot simulate crucial effects, such as shifting bottlenecks or congestion waves that result from incidents in one part of the transportation network and affect other, even remote, parts of the network. Hence, these models cannot be used when analyzing highly congested traffic that is expected to emerge in the process of emergency evacuation.

Furthermore, traditional software tools do not account for specific information about an individual's travel plans. For example, a person with children is likely to attempt to collect his or her family members from school or daycare before evacuating the region. Information about an individual's location and movements is important because it provides the transportation planner a realistic understanding of likely travel patterns resulting from an incident. This critical information about each individual's activities and locations is not available in current transportation software tools.

Federal solution

The Transportation Analysis Simulation System (TRANSIMS), developed by the Los Alamos National

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Enhancing Safety and Security with Transportation Modeling and Simulation System

continued from page 17

Laboratory, is a transportation planning system that emergency management organizations can also use to develop models to plan for and respond to the impact of a terrorist attack on the transportation system.

The U.S. Department of Transportation (DOT) funded the Los Alamos National Laboratory to develop TRANSIMS technology at a cost of nearly \$30 million over the past eight years.

Currently, the software is deployed in Portland, Ore. Several other state Departments of Transportation and metropolitan planning organizations have expressed interest in using the technology. PwC Consulting developed a suite of commercial products called TRANSIMS-DOT and established a TRANSIMS Solutions Center to help organizations apply TRANSIMS methodology to a variety of problems.

DOT tasked PwC Consulting with wide distribution of TRANSIMS technology and its use in a range of applications to maximize the public benefit.

What is TRANSIMS-DOT?

TRANSIMS-DOT is an integrated modeling system designed to give transportation planners and engineers realistic and detailed information on traffic characteristics, such as congestion and air pollution. TRANSIMS uses agent-based modeling technology. The program creates a virtual world of travelers in a metropolitan area and then simulates second-by-second movements of every individual and every vehicle through the transportation network.

TRANSIMS is designed to be an extremely flexible modeling and simulation environment. In addition to its use in planning the future transportation infrastructure of a metropolitan area, including analyzing alternative transportation, socio-economic and air quality policies, the technology is directly applicable to modeling the impact of a terrorist attack on the functioning of the surface transportation system.

"TRANSIMS simulates, on a second-by-second basis, the location and move-

ment of each individual and their vehicles on the transportation network in a metropolitan area," said Dr. Antoine Hobeika, professor in the department of civil and environmental engineering at Virginia Tech University, "This capability makes it very well suited to develop evacuation plans for an area threatened by a terrorist attack." Hobeika is a national expert in emergency evacuation planning and has studied TRANSIMS extensively.

TRANSIMS-DOT is one in the new class of large-scale agent-based transportation simulation systems. These systems are intended to replace conventional travel demand forecasting software tools and methods. The TRANSIMS-DOT software suite integrates core TRANSIMS technology with several new software products designed to dramatically shorten and streamline the modeling process. The primary component of the suite is the graphical user interface for performing modeling tasks. The software editor, which is based on a commercial geographic information system software package, reduces the complexity and the amount of time needed to prepare transportation network data. The software suite also includes data management and reporting tools, as well as 3-D data visualization and animation capability.

TRANSIMS-DOT provides detailed second-by-second simulation of movements of every person and every vehicle, making the results more realistic and believable. Unlike traditional techniques that only cover major roads, TRANSIMS can model every street in the metropolitan area. Comprehensive measures of effectiveness for every element of the transportation network, down to the city block and intersection level, are available on a second-by-second basis.

The models created with TRANSIMS-DOT offer comprehensive information on the location of every individual and every vehicle at any moment in time, which allows an analyst to test detailed "what-if" scenarios. Knowledge of demographic characteristics of every simulated individual and their position at any given time also allows an analyst to evaluate scenario impacts on any segment of the population.

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Enhancing Safety and Security with Transportation Modeling and Simulation System

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Implications for improved transportation safety and security

TRANSIMS-DOT delivers planning capabilities to the transportation-emergency planning environment. It allows planners to look at simulations that are detailed enough to show the real impact on the transportation system from an extraordinary incident. Using TRANSIMS-DOT, planners can derive information that was often available only after the fact of a real event. TRANSIMS-DOT can be used to evaluate emergency evacuation scenarios and provide reliable answers to a number of key questions, such as:

- What will happen to the transportation infrastructure if organizations in selected segments of a city close and send employees home?
- What will happen to the transportation infrastructure if employees are released on a staggered basis?
- What is the impact of directing the

population to outlying staging areas, as commonly done during hurricane evacuations? Where should staging areas be located? Who should be assigned to which staging area?

- What if evacuation is restricted to specific routes?
- What will happen to the transportation infrastructure if a major bridge or tunnel is taken out of service because of an incident?
- How long will it take to direct emergency resources into and out of an incident zone?

At any point in the modeling process, the analyst has access to diagnostic information on the traffic and congestion conditions and other characteristics of the transportation network. This information can be presented in a geographic context using TRANSIMS-DOT's 2-D and 3-D data visualization and animation tools,

providing the analyst with a capability to evaluate the transportation network conditions at a glance as illustrated in the figures below. TRANSIMS-DOT can help transportation planners answer key questions today to address many of the problems of emergency planning.

W. Michael Bridges is a director for PwC Consulting, a business of PricewaterhouseCoopers, and has more than 20 years of transportation and supply chain management consulting experience. He has provided consulting services to the U.S. Department of Defense, Los Alamos National Laboratory, and a variety of commercial industries including food manufacturing, grocery, pharmaceutical, hardware and transportation. He may be reached at (703) 633-4784 or mike.bridges@us.pwc-global.com



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Registration starts at 7:30 a.m.

Program begins at 8:30 a.m. and wraps up at 5:00 p.m.

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Market*Access
International

Federal domestic funding for homeland security is expected to top \$42 billion in fiscal year 2003. That substantial sum will be routed through not less than 14 federal agencies in the form of at least 45 aid programs. Each congressional appropriation is tied to a specific federal agency charged with the responsibility of disseminating the funding according to the legislation that created the program.

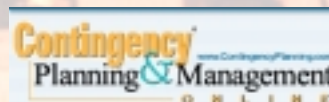
Federal Grants for Homeland Defense Programs Training Conference is a forum for contractors and state and local entities to learn about federal grants for homeland defense. Attend this conference and meet the agency executives who will set up and administer the funded grant programs for homeland defense.

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Homeland Defense Journal





State Security Initiatives Report Compiled by Stateside Associates

Across the country, state governments are addressing homeland security. **Stateside Associates**, a national state and local government relations management firm based in Arlington, Va., compiled this roundup of recent state legislation and state executive actions aimed at combating terrorism.

State Security Initiatives Overview

State legislatures are taking a measured approach in responding to security threats posed by the events of September 11 and its aftermath. Legislatures are not rushing to see how many bills they can pass. Instead, they are seeking to balance the need to protect the public from a terrorist threat with the need to protect individual liberties. Legislators across the nation are attempting to develop new emergency management, capital security and public health measures that are both fiscally sound and responsive to the needs and concerns of citizens.

Comprehensive initiatives have been proposed and enacted that make terrorism and the support of terrorism state crimes that can result in harsh punishment, including the death penalty. Since September 11, five states — New York, Florida, Virginia, South Dakota and Michigan — have passed initiatives that create crimes and penalties related to acts of terrorism. At least 15 states, including California and Minnesota, are still considering such criminal provisions.

Following September 11, states recognized the need to increase security to the nation's energy and water delivery systems. Several states have considered and passed legislation addressing threats to nature and our ecosystems. In Arizona, Arkansas, Connecticut, Kansas, Massachusetts, Missouri, New Jersey and New York, National Guard troops have been deployed to protect nuclear facilities. Additionally, Vermont and Massachusetts have offered legislative proposals to create a five-mile no-fly zone around their nuclear power plants.

A large number of health issues have come in to play as well, including bioterrorism, emergency health, workforce readiness, vaccines, rural health, and most prominently, the public health infrastructure. Health emergency legislation has been approved in Maryland, Maine, South Dakota, Utah and Virginia. Legislation is pending in more than 12 other states.

Legislatures have begun to enact safeguards against terrorist action in the areas of electronic surveillance and cyberterrorism. Three states — Louisiana, Michigan and Virginia — enacted cyberterrorism legislation as a result of September 11 events. Other cyberterrorism legislation remains under consideration in California, Massachusetts, New York and South Carolina.

States	Issues
Alabama	No new action reported
Alaska	Formed a Disaster Policy Cabinet
Arizona	No new action reported
Arkansas	No new action reported
California	AB 1934 – Requires telephone companies to conduct an investigation into the background of applicants for employment and persons hired under a personal services contract to determine whether the person is a threat to the security of the telecommunications services provided by the telephone company AB 2021 – Declares the intent of the legislature that every peace officer in the state participate in terrorism and transnational crime awareness training, as specified
Colorado	No new action reported
Connecticut	HB 5286 - Creates procedures for response to public health emergencies HB 5288 - Establishes a biological agents registry
Delaware	No new action reported
Florida	SB 998 Provides penalties for false reports regarding placement or planting of weapons of mass destruction* HB 735 Creates public records exemption for building security systems plans of publicly-owned buildings*
Georgia	No new action reported
Hawaii	No new action reported
Idaho	HCR 40 Supports the national government in its war against terrorism* SB 1348 Includes language relating to terrorism and provides penalties for the crime of terrorism*
Illinois	HB 3682 Provides for exemption to open meetings law during assessments of security threats to public or private property HB 4341 Provides defense for commercial airline pilots who take action necessary to prevent damage to aircraft of injury to passengers
Indiana	SB 10 Specifies that a person may not be placed in legal jeopardy for using reasonable force to protect the person or a third person*

Around The States

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States	Issues
Iowa	SF 2146 Provides that killing of a person to intimidate civilian population or influence government policy shall be a Class A felony*
Kansas	No new action reported
Kentucky	No new action reported
Louisiana	HB 699 Computer tampering law that would apply to events resulting from terrorist activity*
Maine	No new action reported
Maryland	SB 234 Providing for emergency powers of the governor and the secretary of health and mental hygiene whenever an imminent threat of extensive loss of life or of serious disability exists due to exposure to specified diseases, chemicals, or radiation*
Massachusetts	HB 2122 Establishes the crime of communicating terrorist threats, including using electronic mail, Internet communications and facsimile as means of sending the threats
Michigan	SB 941 Provides for seizure of property in connection with terrorism-related offenses SB 942 Provides penalties for use of the Internet or other telecommunications system to disrupt government operations or public services*
Minnesota	HF 2567 Provides for supplementary salaries to be paid to state employees who are called up to military service from the National Guard or other reserve units
Mississippi	No new action reported
Missouri	SB 1112 Creates provisions for terrorism-related crimes SB 857 Provides consumer protection for price gouging during a state of emergency
Montana	No new action reported
Nebraska	No new action reported
Nevada	No new action reported
New Hampshire	HB 1461 transfers the office of emergency management to the department of safety, division of fire safety and emergency management
New Jersey	AB 1364 Requires Domestic Security Preparedness Planning Group to include a representative of New Jersey State First Aid Council. AB 1773 Establishes Public Health Emergency Planning Commission and provides for public health emergency response plan
New Mexico	No new action reported
New York	AB 9554 Provides for the applicability of public work provisions to certain publicly funded work performed for the purpose, or as part of World Trade Center re-development
North Carolina	No new action reported
North Dakota	No new action reported
Ohio	HB448 Extends the time within which members of the National Guard and reserve components of the Armed Forces of the United States who have been called to active or other duty under Operation Enduring Freedom, Operation Noble Eagle, or the governor's directive of September 28, 2001, must pay real property and manufactured home taxes and to declare an emergency.
Oklahoma	No new action reported
Oregon	No new action reported
Pennsylvania	SB 1257 Defines the offense of environmental terrorism and provides a penalty
Rhode Island	HB 7439 Prohibits the manufacture, possession, sale, delivery, display, use or threatened use of a weapon of mass destruction or hoax SB 2639 Establishes a comprehensive criminal statistic scheme to address terrorism
South Carolina	No new action reported
South Dakota	No new action reported
Tennessee	SB 3139 / HB 3186 Requires review of driver's license application and examination provisions in view of increased homeland security and report findings and recommendations to transportation committees.
Texas	No new action reported
Utah	HB 231 Requires healthcare providers to report to the department of health when the provider suspects that an individual has been exposed to or harbors an illness or condition resulting from bioterrorism, an epidemic or pandemic disease, or other highly fatal infections agent*
Vermont	No new action reported
Virginia	HB 700 Expands the open meeting exemption to provide that a public body may convene a closed meeting for the discussion of plans to protect public safety as it relates to terrorist activity. Allows briefings by staff members or legal counsel concerning actions taken to respond to such activity or a related threat to public safety*

Around The States

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States	Issues
Washington	SB 6439 Exempts certain records from disclosure to the public in order to enhance public safety and security*
West Virginia	HB 605 Provides a state income tax exemption for all state residents called to active duty from National Guard or reserve units* SB 6002 Provides penalties for terrorist threats or hoaxes*
Wisconsin	No new action reported
Wyoming	No new action reported

Compiled by Stateside Associates — Updated Friday, May 17, 2002..

An asterisk (*) identifies initiatives that were enacted.

FACES In the Crowd

CACI International appoints warfare division leadership



Brian D. Withem

Brian D. Withem was named vice president and division manager of CACI International's warfare systems division of its Integrated Engineering Systems group. As the former director of business development for Northrop Grumman IT's fleet systems engineering division, Withem brings more than 25 years of experience in managing engineering support services for weapon systems and command, control, communications, computer and intelligence programs.

Crisis Technologies appoints CEO

William J. Belinski was appointed president and chief executive officer of CTI, Elizabeth, N.J. The company develops emergency management and visual technology to coordinate on-site emergency personnel.



William J. Belinski

AMS picks Texas state executive

American Management Systems, an international business and information technology consulting firm based in Fairfax, Va., named Kate Connolly as senior principal and Texas state executive. Connolly, who was selected for the 2002 Leadership Texas program and served on the U.S. Department of Labor's Symposium on Women and Minorities, will head the company's Austin office and address the needs of state and local government leaders.



Kate Connolly

Space Imaging names homeland security coordinator; appoints new directors

Space Imaging, a Denver-based provider of earth imagery and related services to commercial and government markets, named Tish Williams vice president of strategic business development. She will develop and coordinate all homeland security efforts for the company. The company also appointed Kathy Gockel as director of marketing and Sam Bedi as director of contracts and procurement.



Tish Williams

Let us know about your organization's personnel changes. Send an e-mail to faces@homelanddefense.com.



Homeland Defense Journal

presents the first installment of its
Research and Development Laboratory Directory.

**Click here to learn more about
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Homeland Defense Business Opportunities

By Kelly Kingsley

Homeland Defense Journal

Homeland Defense Journal tapped into the database of its partner, Market*Access International, to compile this list of homeland defense opportunities and recent contract awards.

Project	Uniform Acquisition and Distribution	Entry/Exit System	Secure Air Transportation services
Department	Department of Transportation	Department of Justice	Department of Justice
Agency	Transportation Security Administration	Immigration and Naturalization Service	Immigration and Naturalization Service
Summary	The Department of Transportation, Transportation Security Administration plans to release a request for proposal for a contractor or a group of contractors to procure, manufacture, fit, distribute and manage a uniform system solution for the passenger and baggage screeners and law enforcement officers who will serve with these personnel, as required by the Aviation Transportation Security Act.	The Department of Justice, Immigration and Naturalization Service, plans to competitively procure the services and supplies required to design, develop, build, deploy and support a system that records arrivals and departures of visitors to the United States. The system must meet many architectural, technical, business processes and legislative requirements, and will enable the government to verify and record the identities of people who enter and exit the United States by air, land or sea.	INS needs secure air transportation services to facilitate removal of deportable criminal and noncriminal aliens detained by the INS. The deportable alien population includes a variety of security requirements, nationalities, languages and ages and will include both males and females. The contractor will be responsible for obtaining the necessary use rights for each airport. The contractor shall be required to maintain secure custody of each detainee from the point at which custody is officially transferred by the INS to the point at which custody is officially transferred to designated officials in the receiving countries.
Schedule	Request for proposals released Wednesday, May 15, 2002 Proposals due Tuesday, May 28, 2002	Request for proposals released June 2002	Request for proposals released Wednesday, May 15, 2002 Proposals due Monday, June 17, 2002
Competition	Full and open	Full and open	
Contract Term			One-year base period plus four, one-year option periods
Contract Type		Firm fixed price	Indefinite delivery/indefinite quantity, firm fixed price
Agency Contact	Mindy Goeres (202) 493-1296 mindy.goeres@ost.dot.gov	Joe Garforth 202-514-3630 joseph.m.garforth@usdoj.gov	Bhawana Sharma 202-353-1656 bhawana.sharma@usdoj.gov

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Homeland Defense Business Opportunities

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Project	Decontamination Systems	Anthrax Serology Test
Department	Veterans Affairs	Department of Health and Human Services
Agency	AFMLO/VA Special Services	Centers for Disease Control and Prevention
Summary	The AFMLO/VA Special Services Division requires decontamination systems for government medical facilities. These facilities may be the initial site of recognition and response to bioterrorism events and must be prepared to receive, decontaminate and treat chemically contaminated patients.	The purpose of this project is to test and validate CDC's ELISA test under quality standardized reagent guidelines and generate appropriate documentation for seeking FDA 510-K approval; develop an anthrax assay kit that discriminates IgM and IgG antibodies, using native/recombinant antigens directed at epitopes that will permit distinction between vaccinated and non-vaccinated individuals; submit CDC's anthrax ELISA test kit for FDA 510-K approval; and commercialize the FDA 510-K approved anthrax assay kit.
Schedule	Proposals due Thursday, May 23, 2002 Equipment demonstration Thursday, May 30, 2002	Request for proposals released Wednesday, May 29, 2002 Responses due Monday, July 8, 2002
Agency Contact	Mary Rust (301) 619-4033 mary.rust@ft-detrick.af.mil	Lynn Walling 770-488-2612 qw5@cdc.gov
Agency Web site	www.bos.oamm.va.gov/	

Business Briefs

BEA and Lockheed Martin Partner

BEA Systems Inc., San Jose, Calif., and Lockheed Martin Corp., Bethesda, Md., formed a strategic alliance to collaboratively pursue new business opportunities in the federal information technology market.

Under the agreement, BEA and Lockheed Martin will work cooperatively to identify and pursue new business opportunities in the federal marketplace, principally involving information technology programs. The companies will establish cross-functional business development and technology teams to focus their core competencies on existing and emerging opportunities, identifying process improvements and exchanging best practices.

"This alliance is a win-win for both companies and the U.S. government customers we serve," said John Gray, vice president of global alliances, BEA Systems. "As our customers increasingly seek commercial off-the-shelf technologies for their complex systems requirements, this alliance enables BEA Systems and Lockheed Martin to offer technically proven, cost-effective solutions to U.S. military and civil government agencies."

Securing the Nation's Airports

The Transportation Security Administration chose Fluor Corp. of Aliso Viejo, Calif., Lockheed Martin Corp. of Bethesda, Md., and Hensel Phelps Construction Co. of Greeley, Colo., to propose a plan for upgrading security at 429 of the nation's airports. The contract totals

\$8.9 million. Some combination of the three companies will eventually be selected to implement the operating plan developed as part of this Phase I work.

Madison Fire Chooses Motorola

The City of Madison, Wis., announced that its fire department is now online using the city's new Motorola communications system. The \$3.5 million communications system is designed to enhance interoperability among public-safety agencies and public works departments, especially in mission-critical situations. The radio system is part of Motorola's portfolio of integrated communications and information solutions designed to address mission-critical safety and security requirements worldwide.

Contracts Awarded

Project	Rapid Contaminated Carcass and Plant Disposal System	Chemical Biological Defense Restoration of Operation Advanced Concept Technology	RVACIS Upgrade
Department	U.S. Department of Agriculture	Department of Defense	Department of the Treasury
Agency	Transportation Security Administration	Defense Threat Reduction Agency	U.S. Customs Service
Summary	This project will be performed by VERSAR's wholly owned subsidiary, GEOMET Technologies, Inc., which will design, build and test an environmentally safe bio-destruction system that is transportable by highway or aircraft that can be deployed to respond to bio-terrorism threats anywhere in the United States.	The Defense Threat Reduction Agency plans to award a contract to Defense Group, Inc., to provide professional, advisory and management services required for program management support for the restoration of operations Advanced Concept Technology Demonstration.	The U.S. Customs Service intends to solicit and award on a sole source basis a requirement to SAIC, San Diego, to upgrade 13 SAIC-manufactured Rail VACIS systems using Cesium-137 to Cobalt-60. The upgrade will increase the penetration capabilities of the systems, better enabling system operators to detect and locate concealed contraband.
Schedule	Contract awarded Monday, May 13, 2002		
Value	\$3,500,000		
Contract Term		July 5, 2002 until September 30, 2004	
Agency Contact		Edward Hale 703-767-7943 edward.hale@dtra.mil	Linda Clifton (202) 927-1139 linda.l.clifton@customs.treas.gov

Let us know about your company's recent contract awards. Send contract award announcements to **wins@homelanddefensejournal.com**.

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